

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping.

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.L. American Ship
Southern Cross,
BULEY, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, May 15, 1880. 94

Notices of Firms.

NOTICE

M^R. HENRY HUMPHREYS is autho-
rised to Sign my NAME per Procura-
tion.

JNO. D. HUMPHREYS.

Hongkong, May 22, 1880. 96

NOTICE.

THE HONGKONG AND KOWLOON
FREE PRESS AND COMMERCIAL ADVERTISER.

PANY, LIMITED.

M^R. EDWARD OSBORNE has been appointed **Acting Secretary** of the above Company from this date.

J. J. KESWICK,
Chairman.

Hongkong, May 1, 1889. 81

A. S. WATSON & Co., LIMITED

M^R. THOMAS HENRY TALBOT has been appointed **Secretary** of the Company, and is authorized to Sign for it in that Capacity.

JNO. D. HUMPHREYS,
General Manager.

Hongkong, May 22, 1889. 95

N O T I C E.

M^R. THOS. HENRY TALBOT authorized to Sign my Name for Procuration.

JNO. D. HUMPHREYS.

Hongkong, May 22, 1889. 100

Notices to Consignees.

NOTICE TO CONSIGNEES.

S.S. SIKH, FROM MIDDLESBRO,
GLASGOW, LIVERPOOL AND
SINGAPORE.

CONSIGNMENTS of Cargo are hereby in-
formed that all Goods on being landed
at their wharf the Godowns of the Kow
Loon Wharf & Godown Co. at Kowloon
whence and/or from the Wharves afloat
may be obtained.

Optional Cargo will be forwarded under
receipt to the wharves.

10 a.m. TO-MORROW.

No Claims will be admitted after this date. Goods have left the Godowns, and all Goods remaining after the 30th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, May 23, 1889. 104

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES

CONSIGNEES of Cargo from London or Steamships *Guadalquivir* and *Le Havre* ex S.S. *Guadalquivir*, and from Bordeaux ex S.S. *Prudal*, from Lyons ex S.S. *Prudal*, are hereby informed that their Goods, with the exception of Opium, Treasures or Valuables are being landed and stored at their risk at the Company's Godown.

Bowington, whence delivery may be obtained immediately after landing.
 Optional Cargo will be forwarded on, under indication is received from the Consignee, at 1 p.m.; requesting it be landed here.
 Bills of Lading will be countersigned to the Undersigned.
 Goods remaining unclaimed after WEDNESDAY, the 29th Instant, at Noon, will be subject to duty, and landing charges one cent per packet per diem.
 All Claims must be sent in to me on or before the 31st Instant, or they will not be recognised.
 No Fire Insurance has been effected.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, May 22, 1889.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenloch*, having arrived from the above Ports, is discharging her Cargo by heres are hereby informed that their Goods are being landed at the risk into the Godowns of the Messrs. LEED & KNOWLES WHARF and GODOWNS CO. LD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded under notice to the contrary be given before 2 p.m. To-day.

Cargo remaining undelivered after the 30th Instant will be subject to rent.

No Free Intransit has been allowed.

Commercials are requested to present all Claims for damages and/or shortages no later than the 6th June, otherwise they will be barred.

Will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Agents.
Hongkong, May 23, 1880. 99

**QUEEN WIRE INSURANCE COM-
PANY.**

THE Undersigned, AGENTS for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 134

A CONSTANT Reader calls our attention

the fact that horses have been known to have died from drinking water of this quality and consistency now served out to the long-suffering ratepayers of Hongkong. The human organs of digestion are not usually so strong as those of the horse. So much for Dr Hartigan's allegation of public danger. We have reason to believe that arrangements have been made by the

than the muddy stuff supplied from Peking: so that the convicts will thereby be better served than the taxpaying Community. The existence of a 'danger' appears, therefore, to be now admitted.

L'Excentric du Toisin says that the Chinese are making great efforts to induce their compatriots in the province of Monkey to recognise the jurisdiction of Great Britain.

commending them to do all they can to make the French evacuate the district. At the same time the Chinese are doing all they can to lead the current of commerce to Pakhoi, so as to make that thriving port suppllant Monkey. *L'Avenir* gives the translation of a long circular which is said to be circulating among the Chinese in Tonkin. The circular sets out that Monkey, being near

A CHINAMAN wearing a look of exaggerated innocence arrived in the Macao steamer this morning, bringing with him a basket of choice beans of the striking variety for the benefit of the army of U.

got his load of garden produce slung comfortably on his back when the steamer came to the wharf and was stepping cheerfully ashore when a Chinese excise officer came behind him, and snatched the basket and smiled and expressed a desire to look see. The passenger, who suddenly became melancholy, could not refuse, and accompanied the Opium Farmer's minion to the

against the charge room rails as the contents of the baskets were turned out. Beneath the beans were found 170 casks of contraband opium in ten-tin tins, and the exercise officer's smile expanded to a remarkable extent as he realized that forty per cent of the value of this haul belonged to him.

At the instance of his partner's wife, before Mr. Wodehouse to-day, with obtaining by false pretences a pair of gold bangles of the value of \$75. The complainant said that the defendant came to her house on the 14th inst. and looked at her bangles and said that they were nice and that he would like to borrow of them to get a pair of the same.

out him the bangles and he disappeared for several days. Hearing on the 26th that he was in a brothel in Hollywood Road she went there and asked him for the bangles, and as he had not got them she had him arrested. Soon afterwards a younger brother of defendant returned the bracelets. The defendant stated that as business was poor and the rent due

THE DEFENDANT asked his partner (complainant's husband) to put some more money into the business. His partner said he had no money, but proposed that the tangles in question should be pawned for \$60, and the defendant had pawned them accordingly. The sentence was six weeks' hard labour.

The Singapore *Free Press* says that as the *Wing Sang* was leaving the wharf, the strong ebullite caught her and swung her on the Italian steamer *Bormida*, lying in the berth ahead of her. Some slight damage was done to the stern of the latter.

archipelago stand sorely in need of accurate survey. Unknown shoals and hidden dangers abound there. Recently the *Dalmatier* and the *Transit* struck upon reefs unmarked on any chart. Not long ago the *Goatara*, when on her way to Be-
naria, came upon another unknown reef off the coast of Billiton. The prevalence of volcanic action adds to the danger.—*London Times*.

the supposed intention of the Tibetans to give way. It is thought extremely doubtful whether they ever will give way anything but broodheads, and fire-arms for an advance into the Chumbi Valley before stand good.

Miss Edith Lilian Firmin, daughter of Mr. and Mrs. Henry Firmin, of Walderslade House, Surbiton. The bride was given away by her father, and attended by eight bridesmaids. Captain Robert Peel, of Moore House, Beckenham, was best man. The bridal dress was of rich white corded tulle, with soft drapery in front, and long train tastefully trimmed with real pearls and diamonds. The bridesmaids—three Misses, the Misses Constance, Mildred, and Edith Firmin, and three cousins of the bride—were dressed in white, with

Miss Annie Chaffall—wore green damask cloth and Chartrouze; worn moiré coat bodices being ornamented with gold buttons, and skirts simply made, with a drapey in front, folds at sides, and long trains or cascades. They also wore short hats in Chartrouze, green and pink shades. The reception given at the bride's residence, Walden House, was very attended and early in the afternoon and Miss D. Mary B. Hays presided.

s. lightning, o. overcast, p. passing showers,
 ally, r. rain, s. snow, t. thunder, w. visibility,
 w. (wt)
 Raw, in inches, truths on 1 hundredths,
 1

Intimations.

SCOTT'S EMULSION

OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS, AND THROAT AFFECTIONS, AND ALL WASTING DISEASES OF CHILDREN OR ADULTS IT IS UNRIVALLED IN ITS RESULTS.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS.

Agents for China and Hongkong: Messrs. WATSON & CO. (LIMITED), Hongkong, December 17, 1888.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Runs Daily as a Ferry Boat between Paddar's Wharf and Tsai-Tai-Tai at the following hours:—This Time Table will take effect from the 21st March, 1889.

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M. 3.00 P.M.	6.30 A.M. 2.45 P.M.
6.30 " 3.30 "	7.00 " 3.15 "
7.15 " 4.15 "	7.30 " 3.45 "
8.00 " 5.00 "	8.15 " 4.30 "
8.30 " 5.30 "	8.45 " 5.10 "
9.00 " 6.00 "	9.15 " 5.35 "
9.45 " 6.30 "	10.00 " 6.15 "
10.30 " 7.15 "	10.30 " 6.40 "
11.00 " 7.45 "	11.30 " 7.10 "
12.45 P.M. 9.00 "	1.00 " 7.45 "
1.15 " 10.00 "	1.45 " 8.15 "
2.00 " 11.00 "	2.15 " 10.45 "
2.30 "	

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

The China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly, but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of news paper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special news of Shipping, and other information. The various Reports of Consuls and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among Old China hands and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their address being forwarded to us.

SUBSCRIPTION:

Per Annum: £12.00, postage, £1.00.
Quarterly: £3.00, postage, 0.25.
Single Copy: 0.30.
China Mail Office, Hongkong.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, having their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in presenting a large and ever-increasing circulation.

The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

This field open to a paper of this description—condensed, active, efforts, but progressive and anti-obscure in tone—is almost limitless. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners.

Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,

China Mail Office

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

THIS PAMPHLET is now Ready, and may be had at the Office of this Paper, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH'S, and Mr. W. BREWER'S.

Price, 50 Cents.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Bessie, British schooner, Captain Shaw, Siemens & Co.

Chitroon, British barquentine, Captain Thos. Gortley, Jardine, Matheson & Co.

Ayreon, American ship, Captain J. H. Frost, Russell & Co.

Halcyon, British ship, Captain Wm. Hayden, Order.

Luzon, American ship, Captain J. G. Park, Douglas Laiprak & Co.

Treas, American ship, Capt. O. H. Allen, Russell & Co.

Vezouy, British barque, Captain R. Martin, Punter & Co.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Kobe and Yokohama, on TUESDAY, the 28th May, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco ... \$200.00

To San Francisco and return, ... 350.00

To Liverpool ... 325.00

To Liverpool and return, ... 530.00

To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Parcels must be sent to our Office, addressed to points beyond San Francisco, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, May 18, 1889.

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U. D. HARMAN, Agent.

Hongkong, May 18, 1889.

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Hongkong, May 18, 1889.

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Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship PORT FAIRY, 2,539 Tons, registered at Glasgow, will be despatched for VANCOUVER, B.C., via KOBÉ and YOKOHAMA, on THURSDAY, the 6th June, at Noon.

To be followed by the S.S. ABYSSINIA, on the 20th June, and S.S. BATAVIA, on the 4th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver & Victoria, Mex. \$185.00

To all European ports in Canada ... 230.00

To Liverpool ... 300.00

To London ... 305.00

To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 6th June.

All Parcels must be sent to our Office, addressed to points beyond San Francisco, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, May 23, 1889.

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NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUERZ, PORT SAID, MEDITERRANEAN AND ALEXANDRIA, BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 6th of June, 1889, at Noon, the Company's Steamship KATATA, Commanded by FRASER, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. on the 6th June, 1889. (Parcels are not to be sent on board; they must be left at the Agents' Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 25, 1889.

1011

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama on THURSDAY, 6th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

First-class Fares granted as follows:—To San Francisco ... \$200.00

To San Francisco and return, ... 350.00

To Liverpool ... 325.00

To Liverpool and return, ... 530.00

To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Parcels must be sent to our Office, addressed to points beyond San Francisco, and the same will be received by us until 5 p.m. the day previous to sailing.

Freight will be received at the office until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, May 20, 1889.

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U. D. HARMAN, Agent.

Hongkong, May 20, 1889.

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Hongkong, May 20, 1889.

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Hongkong, May 20, 1889.

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Merchant Vessels in Hongkong Harbour.

Excludes of this Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in this Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between such shore are marked in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Paddar's Wharf.
 6. From Paddar's Wharf to the Naval Yard.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From Kellott's Island to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Flag.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
City	5	Hovabeek	Dan. str.	355	May 12	Arnhold, Karberg & Co.	Hoihow, &c.	K'loon Dock
Alhambra	5	c Buyers	Brit. str.	1872	May 27	Russell & Co.		
Amoy	5	c Kohler	Ger. str.	815	May 27	Siemens & Co.		
Anjou	3	h Eggerts	Ger. str.	396	May 28	Wielor & Co.		
Camaria	5	c Fyfe	Brit. str.	1355	May 20	Jardine, Matheson & Co.	Hoihow, &c. Amoy	
Cheong Hye Tong	2	c Scott	Brit. str.	923	May 24	Bun Hin Chan		
Falkenberg	4	c Bartels	Ger. str.	988	May 23	Malchers & Co.		
Shanghai Maru	3	c Brandt	Ger. str.	1219	May 27	Mitsui Bussan Kaisha		
Goob Christensen	4	c Wang	Japan. str.	1107	May 27	Gibb, Livingston & Co.		
Harbin	3	c Kings	Norw. str.	358	May 27	Jardine, Matheson & Co.		
Hong Sang	3	h Sellar	Brit. str.	1000	May 27	Wielor & Co.	Haiphong	
Amoy	5	h Hundewadi	Ger. str.	704	May 24	Jardine, Matheson & Co.		
Amoy	5	c Holms	Brit. str.	1427	May 24	Russell & Co.	Haiphong	To-morrow
Amoy	5	c Semmers	Japan. str.	2080	May 23	Mitsi Bishi	Sydney	1st inst
Amoy	2	h Unsworth	Brit. str.	850	May 25	Yuen Fat Hong	Yagasaki	To-morrow
Amoy	5	h Goddard	Brit. str.	826	May 29	Douglas Steamship Co.	Coast Ports	29th inst
Amoy	5	c Metcalfe	Brit. str.	3808	May 18	O. S. S. Co.	San Francisco	To-morrow
Amoy	4	h Tropani	Brit. str.	164	Sept. 16	H. K. & W. Doek Co.		
Amoy	5	c Clarke	Brit. str.	1644	May 23	P. & O. S. N. Co.		
Amoy	5	c Home	Brit. str.	2174	May 17	Butterfield & Swire	Shanghai	To-day
Amoy	5	c Alhson	Brit. str.	1460	May 23	Arnhold, Karberg & Co.		
Amoy	3	h Bruhn	Ger. str.	612	May 23	Jardine, M thesen & Co.	Calcutta	29th inst
Amoy	5	c St. Croix	Brit. str.	1517	May 24	Siemens & Co.	Shanghai	To-morrow
Amoy	5	c Tonningson	Ger. str.	814	May 24	Siemens & Co.		